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INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
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NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
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which is incorporated into the
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Hongkong, 4th December, 1907.

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Hongkong, 17th September, 1908.

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Correspondents must forward their names and ad-
dresses with communications addressed to the
Editor, not for publication but as evidence of good
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No anonymous signed communications that have
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The Daily Press.

HONGKONG, SEPTEMBER 23rd, 1908

One of those subjects that come up for discussion every now and then is the racial problem. The Anglican clergy recently had it under consideration and on Sunday last the Ven. Rev. Archdeacon BANISTER, preaching at St. John's Cathedral, founded his sermon to a large congregation on the same theme. Ordinarily the sermon might pass without special notice were it not for the suggestion which he made that the East and the West should have a meeting place in Hongkong where they could discuss each other's problems and learn from one another. Few can take exception to the sentiment. It is beautiful: it is laudable. But is it practicable? In considering the question we have to be careful to limit ourselves to the meaning which the preacher had in view when he enunciated this proposal. First of all we may assume that he did not suggest a mingling of the races, intermarriage between East and West, and it is apparent then that his suggestion was for a rapprochement on a social and intellectual basis. That, we think, ought not to be beyond the bounds of possibility. The racial differences, due to different environment, will doubtless persist, but it does not follow that the Occidentals and the Orientals—notwithstanding the varying climatic influences—may not ultimately be imbued with the same ideals and be found working for the same ends—the enlightenment of all and the greatest good of all. Differences need not imply estrangement and strife. Differences should only mean distinctions,

and that being so it should be comparatively easy to bridge the dividing line and bring the various races together. As to the suggestion itself, the formation of an organisation for the discussion of the problems of the East and the West by representatives of each, it is difficult to prophesy as to its prospects of inauguration. The man and the opportunity may both arise in the near future, but there can be little doubt that such an organisation would result in good—provided, of course, the religious element did not become too obtrusive. When the different peoples of the world are brought together, when they begin to understand one another, then old-time barriers will be removed and something will be achieved in the direction of the "Parliament of man and the federation of the world" about which the poet was inspired to sing. The highest culture really knows no colour nor racial distinctions, no white nor black, no brown nor yellow. As the backward races become more enlightened and the civilised races more sympathetic there will be a greater communion between both. We need no other example than that of Japan. There a people have forsaken their primitive ideas in favour of western knowledge. They have stepped into the front-rank of the Powers in the world. Their colour did not prevent their being allied to Great Britain. Therefore it seems very clear that as the various races seek the highest knowledge, the most satisfactory philosophy, and the most useful religion—using the word in its broadest sense—that unity of men which is the ideal of so many of our best thinkers will be attained on an intellectual basis, a basis the most firm of all, and on no other.

The release of the alleged pirates whom the Chinese authorities sought to arrest on the French steamer "Paul Beau" last week has been made the subject of a complaint by the Viceroy to the Government at Peking. Communications which have reached us since our comments on the affair appeared correct in certain important details the information first published, and in justice to the French Consul we willingly give to the corrected version the same publicity as was given to the original report. Had the Viceroy communicated with the French Consul his wish to have the pirates arrested, we are informed that the Chief of the French police would have been directed to arrest the man and keep them on the Shamoen guardboat pending receipt of full particulars of the charges, as is usually done in such cases. Instead, the Colonel of the Shamoen guard sent a runner to the Consulate with his card to ask permission to make the arrest. The Consul not only did not give this man any letter to deliver to the Captain of the steamer, but distinctly explained to him that he must not make any arrests on board, though he could place a guard around the ship and arrest the men as they came off. Another communication attributes the whole trouble to some objection entertained by certain Consuls to the new Superintendent of the Shamoen Guard. We are informed that at least two Consulates, including the French, have refused "to receive" the new commandant of the guard. That probably explains why a subordinate officer—described in one account as a captain, and in another as a runner—was sent to the Consulate on an errand of such importance.

H.M.'s cruiser "Cressent" bringing relief arrived yesterday.

The hospital ship "Relief," attended by the auxiliary tender "Yakton," arrived in Cavite roads last week. A number of sick sailors were landed and transferred to Canacao hospital.

Yesterday's telegram received from the Manila Observatory by the American Consulate General Hongkong was as follows:—"Cyclone or typhoon over Visayan Islands moving W. or W.N.W."

"A Visitor to Mexico" writes that he was detained there on Sunday last on account of typhoon weather and found that the whole city had not a single lighted street-lamp. He was told that this is of frequent occurrence and that the thieves in consequence are growing bolder.

At the Magistracy yesterday Mr. C. Mooney, secretary of the Hongkong Hotel, prosecuted a boy for unlawfully absenting himself from service. The defendant had obtained leave on the ground that he was sick and he made use of the opportunity to look for other employment. Mr. Wood imposed the exemplary punishment of a fine of \$15 with the option of 14 days imprisonment.

A case was set down for hearing before Hon. Commander Basil R.H. Taylor at the Marine Magistrate's Court yesterday in which eighteen of the crew of the British steamer "Hobart" were charged with continued wilful disobedience to the lawful commands of the master, Captain G.E. Bignell, from August 26th to September 1st. Defendants did not appear, and a warrant was issued for their arrest.

A native from Yaumati was haled before Mr. Kemp at the Magistracy yesterday on a charge of housebreaking. He entered a house at Yaumati by wrenching the lock off the door and made off with several suits of clothes. He was sent to four months' hard labour.

Sir Henry Berkeley, K.C., returned to Hongkong yesterday from Swatow where he had been engaged in an important action heard before Judge Vincent in which damages to the amount of £100,000 were claimed. A verdict of £25,000 was given in favour of the plaintiff.

Yesterday the Chinese in Hongkong celebrated the anniversary of their great teacher Confucius. The day was observed as a holiday by the Chinese and decorations, in which the dragon flag was conspicuous, and illuminations gave public expression to the regard in which the memory of the sage is held. The most noteworthy feature of the day's proceedings was the gathering in the Tai Ping Theatre under the presidency of Mr. Lau Chu Pak. The large assembly of almost 5,000 of the leading members of the community did homage to a portrait of Confucius, after which speeches expository of his teachings were delivered.

MERCHANT CHARGED WITH
FALSE PRETENCES.

At the Magistracy yesterday Mr. Wood heard a charge preferred against H. S. Holmes of obtaining \$3,000 by false pretences from Cheung Tsam Leung. Mr. C. F. Dixon, prosecutor, and Mr. G. K. Holmes defended his brother.

Mr. Dixon explained that defendant was a merchant and the complainant desired to become his comrade and negotiations were entered into between them with a Chinese named Young as interpreter. Three or four interviews took place and at these it was represented to the complainant that Mr. Holmes had obtained contracts from the Canton Railway Company, and that he desired to start or continue an import or export business in respect of which he had obtained orders. The complainant was asked to become the comrade and to put up \$10,000—\$5,000 cash and \$5,000 in title deeds. Complainant could only find \$5,000 in cash but Young promised to find the title deeds. As a result of the negotiations complainant was taken to the office of Mr. d'Almeida where he signed a comrade's agreement without being told of other contracts that defendant had already engaged, and without being told that business was carrying on in another office under a different name. He was told that his office would be in the same building where Mr. d'Almeida had rooms. He was provided with a desk, and bought a set of books. Mr. Holmes came there occasionally and Young also visited the place at times, but no business was done. As a matter of fact his client only advanced \$3,000, and naturally wished to see some business before he paid the rest. During the three months from the end of May till the end of August no business was done, but complainant was paid his salary. A small business was done at the office in Duddell Street where another comrade was employed.

His Worship—You suggest the false pretences consisted in saying that he had contracts with the railway which he had not?

Mr. Dixon—Yes; and I submit that his action and words constituted false pretences. In conclusion he asserted that the story of the business was a myth and that defendant planned to swindle his client.

Sit Leung Kit, trader, spoke to being security for the comrade employed by defendant but though he attended at the office he saw no goods imported. As there was no business done complainant said he wanted his money back. At 56 Queen's Road and at 4 Queen's Road defendant carried on business as a foreign trading company, and it was not until the middle of June that he learned that defendant was carrying on business at 33 Queen's Road as the Hing On Foreign Trading Company. Witnesses were suing the defendant in the Supreme Court for his \$5,000.

Cross-examined—In June he instructed his solicitor to write to defendant that he refused to act as security for the comrade any longer.

The case was resumed till this afternoon.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 22nd at 12.05 p.m.—The barometer has risen moderately over N. Tongking, China and Formosa, while it is inclined to fall in the S. Philippines.
The typhoon appears to have crossed the S. part of the Gulf of Tongking, probably to the North of Tourane. The returns from that station are, however, lacking.
A low pressure trough appears to exist over the N. part of the China Sea, and there are indications of the existence of another typhoon over the Pacific to the S.E. of Luzon.
Pressure remains high in the neighbourhood of the Bonins and over Central China.
Fresh N.E. winds may be expected in the Formosa Channel and strong N.E. and E. winds over the S. part of the China Sea.
Hongkong rainfall for the 24 hours ending at 11 a.m. to-day, 0.69 inches.
The forecast for the 24 hours ending at noon to-day is as follows:—
N.E. and E. winds, strong; equally showery.
N.E. winds.
Formosa Channel... fresh.
South coast of China between Hongkong and Lamook... Same as No. 1.
South coast of China between Hongkong and Hainan... Same as No. 1.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

STRIKE ENDED.

LONDON, September 22nd.
The strike of engineers on the north-east coast is ended.

AUSTRALIA AND NAVAL
PROTECTION.

LONDON, September 22nd.
The Admiralty accepts the Australian naval proposals.

DISSENSIONS IN AUSTRIA.

LONDON, September 22nd.
Riots have broken out between the Germans and the Slovenes in Austria.

PROSPECTIVE REVOLUTION
IN PORTUGAL.

LONDON, September 22nd.
Preparations are being made for a revolutionary rising in Portugal.
COTTON TRADE DISPUTE.

LONDON, September 22nd.
Four hundred mills in Lancashire are closed throughout the lockout in the cotton trade.

OBITUARY.

LONDON, September 22nd.
The death is announced of Sir Arnold Burrows Kemball, K.C.B., a former general of the Indian army, who subsequently held various diplomatic appointments.
Sir Edward Noel Walker, K.C.M.G., who was Lieutenant Governor of Ceylon in 1890, is dead.
His Excellency Pablo M. M. de Sarasate, the famous Spanish violinist, who during his artistic career received honours and decorations from a great many countries, is dead.

[REVIEWER'S SERVICE.]

DIPLOMATIC CHANGE.

LONDON, September 19th.
Herr van Rooyen, Councillor of the Dutch Legation in London, has been appointed Minister for the Netherlands at Tokio.

THE SUICIDE OF GENERAL LUARD.

LONDON, September 19th.
A verdict of suicide while temporarily insane was returned at the inquest on the body of General Luard.
At the inquest on his wife it was shown to have been impossible for the General to have been present at the murder of the deceased lady.

THE CANADIAN FOREST FIRES.

LONDON, September 19th.
The forest fires in Canada are now hearing Ottawa, where it is impossible to see fifty yards for the overhanging pall of smoke and fog.
The fires are also delaying New York shipping.

THE BRITISH ARMY MANOEUVRES.

LONDON, September 20th.
The British Army manoeuvres which were abandoned owing to rain, and subsequently resumed on the South Downs, have ended in a twenty-four hours battle, resulting in the invading forces completely crushing the Britishers. The manoeuvres were carried out under actual war conditions, the officers being supplied with little information and left to their own initiative.

TROUBLE ON H. M. S. "GIBRALTAR."

LONDON, September 20th.
H. M. cruiser "Gibraltar" has arrived at Perth, Western Australia, with a blue jacket in irons, having confessed to the throwing overboard of gun sights valued at seven hundred pounds sterling when a fortnight out from Plymouth, thereby rendering the ship inefficient. He will be taken on to Sydney where he will court-martialled.

[FROM THE "MANILA GAZETTE."] NEW YORK ELECTION.

Saratoga, September 16th.
Governor Hughes was re-nominated on the first ballot in the State (Republican) Convention to-day. The nomination was greeted with cheers.
New York, September 17th.
Lieutenant Governor Lewis S. Chauncey has been nominated by the State Democratic Convention for governor of New York.

SUPREME COURT.

Tuesday, September 22nd.

IN CRIMINAL JURISDICTION.

BEFORE MR. H. J. COMPÈRE (ACTING
PUNISH JUDGE).

ALLEGED PIRACY.

Li Sik and three other natives were assigned on charges of robbery and receiving stolen goods. Prisoners pleaded not guilty on both counts, and the following jury was empanelled.—J. H. Underwood (Foreman), A. McDougall, A. W. Wardigan, V. A. de Paulo Callico, S. A. Nevill, O. D. Barretto and S. Musso.

The Attorney General (Hon. Mr. Rees Davies K. C.) instructed by Mr. Denney, of the Crown Solicitor's office, prosecuted, and prisoners were undefended.

The Attorney General stated that this was a case of piracy. The robbery took place on a junk owned by a man named Li Ng on August 5th at Tai Long in the waters of the Colony. On that day Li Ng left in his trading junk with five other men for the purpose of going to Finghoi. On the same night, about nine o'clock, having arrived at the entrance to Tai Long Bay, a boat put off from the shore and those on board the trader heard voices calling them to stop, the demand being accompanied by a revolver shot. Li Ng and the rest of his crew became alarmed, and fled to the hold of the junk. Then the boat ran alongside and several men boarded the junk and possessed themselves of all the valuables on board, going so far as to strip two men of all their clothing. After a while two of the robbers went back to their own boat, the rest remaining on the junk. They then proceeded to sail both the junk and their own boat to the village of Tai Long, the owner of the junk and the occupants during all this time being fastened down in the hold. On arrival at Tai Long two boats put off from the shore, and the junk was cleared of all its cargo, which consisted of kerosene and flour. Then the robbers cut the sails of the junk before departing, so as to prevent her being sailed. The junk was then taken to Leung-shanwan by her crew, and prosecutor landed and gave information to the police. The question in this case would be one of identification. The fourth defendant played the part of Good Samaritan, taking the crew of the junk food and water while on board, and as a result he had been identified by two of the crew. The second defendant was also identified, while part of the stolen property was found in the possession of the other two. Where a man was found in possession of stolen property, assuming the theft to have been proved, the law required that he should give a reasonable account of how he became possessed of that property, otherwise he would be held liable. There was a general denial by all the prisoners, but the case for the prosecution was that two had been identified, while all were found together in the same matched, where certain of the stolen property was discovered.

When the case for the Crown had closed defendant's availed themselves of the opportunity to make statements in the witness stand. The first denied taking part in the armed robbery. He was only a two-eyed boat, and used for such a purpose. He had been suffering from sore legs for some time, and after he was arrested he was in hospital with them. He did not know his boat had been taken by the police until told by his wife. It was broken and could not be used.

In cross-examination defendant said he knew only the third defendant. He was not in the matched with the others on August 29th. The flour and oil were brought by a relation of his, and were put in the other matched prior to being shipped away.

And the goods were yours, and the other men had nothing to do with them?—No, they were mine.

The second defendant said he was a coolie employed in Messrs. Batterfield and Swire's docks. He knew nothing about this matter. He was a day labourer getting 3 cents a day.

The third defendant declared that the police inspector, the sergeant and the Hokios were falsely accusing him. He was a business man and ran a fresh fish boat. He was sleeping when the police arrived; but the firing of a shot woke him up, and he went out to see what was the matter. Seeing a Chinese detective chasing someone up the hill he asked what was the matter. When the detective heard him speak he gave up the chase and arrested witness. Sergeant Wilson struck him on the back and arms with a stick, and kicked him in the back. Then the police searched his house, but found nothing. After this they took him to another matched, and looking at him with a light, said he was a robber. This was not so. He was falsely accused. His proper matched was blown down in the typhoon, so he was living in the matched visited by the police. His people had been living for three generations in Tyantuk.

The fourth defendant made no statement. After evidence for the defence had been heard, and his Lordship had summed up, the jury retired, returning twelve minutes later. On the first count they found the first and third prisoners not guilty, and the second and fourth guilty. On the second count they found all the prisoners guilty.

His Lordship sentenced the second and fourth prisoners to five years' hard labour on the first count, and three years on the second count, sentences to run concurrently. The first and third defendants were each sentenced to three years' hard labour on the second count.

Nine mammoth target rafts have been launched from the ordnance dock, navy yard, at Cavite. The largest of these rafts is 30 x 110 feet, and the lot cost about \$300,000. These rafts are to be used by the American battleship fleet in their target practice beginning about November 1st.

INTERESTING-ARMS PROSECUTION.

HEAVY PENALTY IMPOSED.

The charge against Rudolf Rahmln, second officer of the German steamer "Ambis," of being in unlawful possession of arms and ammunition, was continued at the Magistracy yesterday before Mr. Kemp.

Mr. Davidson, who appeared on behalf of the defendant, submitted that his client being an officer of the German naval reserve was entitled to the exemptions stated by the Ordinance.

Defendant said as an officer of the German naval reserve he had to go up for active training for eight weeks every second year. He carried a revolver then. There was no particular pattern laid down. He explained his possession of the guns by the fact that he used the revolvers for target practice and that he bought the guns for hunting purposes.

In reply to questions put through the Court defendant admitted that the arms produced were taken on board by himself. His cabin was searched by the police. On the night before, he took a Chinaman into his cabin and showed him a pistol which in reply to his visitor's questions he said was worth \$28. The Chinaman wanted to buy it but defendant told him he could not do so unless he produced a license. He also showed the Chinaman a book which explained how the pistol should be taken apart. It was not a book of pistol patterns.

Did you offer to sell no less than six revolvers at one time?—No.

You had a Browning pistol?—Yes.

Where is it?—I have it now. It was on a book shelf in my room when the police searched it.

His Worship—It seems very extraordinary it was lying on the shelf and the police did not find it.

Defendant—It was lying there.

You did not mention anything about the Browning pistol to the police?—No.

How many Chinese were in your room on the night you showed this book to the Chinaman?—Once there were two, and twice, one.

When you took these men into your room you always took the precaution to shut the door?—It was always shut.

Re-examined—The Chinese who came to his cabin was a man whom he had known a long time, and from whom he had bought things.

His Worship—Do you provide guns for the ship?

Defendant—We expected a little hunting. And you brought guns because you liked to have them?—Yes.

What did you use five revolvers for?—I used three for target practice. They are all different.

Mr. Davidson contended that defendant as an officer of the German naval reserve was entitled to the benefit of the exemption under the Ordinance.

His Worship did not accept this view, and witnesses were called to state for what purposes the arms were used.

The captain and third officer spoke to defendant having brought the guns on board for hunting purposes. On several occasions when they had hunting on shore they had to borrow guns. The revolvers were used for target practice.

Sergeant A. Terrell said that when he entered defendant's cabin he asked him if he had any more than the two shot guns and the two revolvers. Defendant said he had not. They searched the cabin and found others. The Browning pistol was not on the book shelf when they searched the place. The revolvers were wrapped in papers, and other papers were found in the cabin.

Cross-examined—Those papers were used for wrapping revolvers.

Did you not receive information he had a large quantity of Browning pistols?—Yes, and other arms.

How many paper wrappers were there?—About 20.

What did you hear that he had done with all those pistols?—I only know what I received from the informer. I suspect that he sold the revolvers.

Did you search any other part of the ship?—Only the second officer's room.

You have not called the informer?—No.

Why not?—I don't wish to.

Isn't it rather singular that the informer should not have been ready to ascertain where the pistols went?—Probably he has.

It appears to you that defendant disposed of 20 pistols in one or two days and there is no evidence he did so?—I have not charged him with disposing of the pistols.

What do you call making a thorough search?—Searching every crevice and corner, taking out drawers and looking behind them.

You searched every place where something might be hidden?—Yes.

Did you search every place where things would not be hidden?—If I am searching for anything I usually make a pretty clean search.

Did you look on the top of the bookcase yourself?—I think I did.

Mr. Davidson submitted that the defendant was in possession of the arms from perfectly innocent motives, and at best it was only a technical offence which should be dealt with by a nominal penalty.

His Worship said he could come to no other conclusion than that defendant was guilty of a substantial offence. He would impose a fine of \$1,000 and the arms and ammunition would be forfeited.

LATEST STEAMER MOVEMENTS.

The H.A.L. str. *Vandavia* left Singapore on 22nd inst. at 7 a.m., and may be expected here on the 25th inst.

The H.A.L. str. *Speria* left Hankow on the 20th inst., and may be expected here on the 20th inst.

The H.A.L. str. *Sambit* left Singapore on the 22nd inst. at 8 a.m., and may be expected here on the 23rd inst.

NOTICE.

Communications regarding Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business matters to THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Pines, Odes, A.B.C., 5th Rd. Lieber.

P.O. Box, 83. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE.

THE LAST BAND PERFORMANCE at the PEAK CLUB will be given on SATURDAY, September 26th. Hongkong, 23rd September, 1908. 1343

HUMPHREYS ESTATE & FINANCE COMPANY, LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the Registered Offices of the Company, Alexandra Buildings, Des Voeux Road, Central, Victoria, Hongkong, on THURSDAY, the 1st day of OCTOBER, 1908, at Noon, for the purpose of considering and if thought fit of passing the Subjoined Resolution:-

"That the sum of \$3,000.00 now standing at the credit of Fund of Equalization of 'Typhoon and Floods Insurance Fund,'

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the Registered Offices of the Company, Alexandra Buildings, Des Voeux Road, Central, Victoria, Hongkong, on THURSDAY, the 1st day of OCTOBER, 1908, at 12.10 P.M. for the purpose of considering and if thought fit of passing the Subjoined Resolution:-

"That Article No. 51 of the Articles of Association of the Company be cancelled and the following Article substituted therefor: 'Three Members personally present shall be a quorum for an Ordinary General Meeting. For all other Meetings the quorum shall be five.'"

"That Article No. 111 of the Articles of Association of the Company be altered by deleting the words 'the Governing Director or by two Directors' on the seventh line thereof and substituting the following words therefor: 'The General Managers.'"

Should the above Resolution to duly passed it will be submitted for Confirmation as a SPECIAL RESOLUTION to a Second Extraordinary General Meeting which will be subsequently convened.

Dated this 23rd day of September, 1908.
JOHN D. HUMPHREYS & SON,
General Managers.

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOSHOW.

THE Company's Steamship.

"HAICHING."
Capt. Passmore, will be despatched for the above Ports TO-DAY, the 23rd Sept., at 1 P.M. A Reduction of 20 per cent. on First Class Fares to Foochow will be made during the month of September.

For Freight or Passage, apply to DOUGLAS, LAFFALK & CO., General Managers.

Hongkong, 22nd September, 1908. 1340

"GLEN" LINE OF STEAMERS.

FOR LONDON, HAYRE AND ANTWERP

THE Steamship

"GLENLOCHY."

Captain E. J. Stirling, will be despatched as above on WEDNESDAY, the 14th October.

For Freight apply to McCREGOR BROS. & GOW.

Hongkong, 22nd September, 1908. 1341

UNITED STATES & CHINA JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRANI"

Captain MacFarlane, will be despatched as above on or about MONDAY, the 19th Oct.

For Freight, apply to JARDINE, MATHESON & Co. Agents.

Hongkong, 23rd Sept. 1908. 1345

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND SHANGHAI.

THE Company's Steamship

"VORWAERTS."

Having arrived, Consignees of Cargo are hereby informed that Goods will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon on the 29th inst., or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 29th inst. will be subject to risk.

Bills of Lading will be counter-signed by SANDER, WIELEK & Co., Agents.

Hongkong, 22nd September, 1908. 1346

HONGKONG CRICKET LEAGUE.

ENTRIES for the HONGKONG CRICKET LEAGUE SHIELD COMPETITION 1908-09 will CLOSE to the Undersigned on SATURDAY, 26th September. Entrance Fee \$10. each team.

A. E. ASGER, Hon. Sec. and Treasurer.

Hongkong, 19th September, 1908. 1316

INTIMATIONS

COLONIAL SECRETARY'S DEPARTMENT.

WITH Reference to GOVERNMENT NOTIFICATION, No. 492 of 13th July, 1908, which is hereby Cancelled, it IS NOTIFIED that, on and after 1st January, 1909, the FEES (payable monthly) at QUEEN'S COLLEGE will be \$48 per annum in all Classes.

F. H. MAY, Colonial Secretary.

Hongkong 22nd September, 1908. 1332

TENDERS

are invited for the SUPPLY to H.M. NAVAL YARD of the under-mentioned TIMBER MATERIALS for one year from 18th October, 1908, viz:-

TEAK, AMERICAN

PIR or OREGON

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AUCTIONS

PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY the 28th day of September, 1908, at 3 P.M., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His EXCELLENCY THE GOVERNOR, of One Lot of CROWN LAND at KAI LUNG WAN, in Colony of Hongkong, for a term of 75 years. 1325

PARTICULARS OF THE LOT.

No. of Lot	Locality	Boundary Measurements	Containing	Area	Upset Price
1	Locality	Boundary Measurements	Containing	Area	Upset Price
2	Locality	Boundary Measurements	Containing	Area	Upset Price
3	Locality	Boundary Measurements	Containing	Area	Upset Price
4	Locality	Boundary Measurements	Containing	Area	Upset Price
5	Locality	Boundary Measurements	Containing	Area	Upset Price
6	Locality	Boundary Measurements	Containing	Area	Upset Price
7	Locality	Boundary Measurements	Containing	Area	Upset Price
8	Locality	Boundary Measurements	Containing	Area	Upset Price
9	Locality	Boundary Measurements	Containing	Area	Upset Price
10	Locality	Boundary Measurements	Containing	Area	Upset Price

AUCTION SALE.

OF VERY VALUABLE LEASEHOLD PROPERTY. Being the Remaining Portion of Section "B" of Island Lot 115 (No. 5, SHELLEY STREET).

Situate at VICTORIA, HONGKONG

To be Sold by Order of the Mortgagee

By PUBLIC AUCTION

On TUESDAY, the 6th OCTOBER, 1908, at 2.30 o'clock in the afternoon, IN ONE LOT

By Mr. GEORGE P. LAMMERT, Auctioneer, at his Auction Rooms in Duddell Street.

The Property consists of:-

ALL THAT Piece or Parcel of Ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as the REMAINING PORTION OF SECTION "B" OF ISLAND LOT 115 and all

Buildings thereon consisting of No. 5, SHELLEY STREET and the Appurtenances thereto belonging, held under the Crown Lease of Island Lot 115, dated the 16th day of March 1844, for the term of 75 years from the 2nd March, 1844, subject to an appurtenant Crown rent and to the covenants and conditions contained in the said Lease.

For Further particulars apply to Messrs. DENNIS & BOWLEY, Solicitors, Supreme Court House, Hongkong, or to

Mr. GEORGE P. LAMMERT, Auctioneer, Hongkong, 13th September, 1908. 1313

FOR SALE.

JAP FUG, Black and White, well bred, Shapely, \$35.

Apply:-

Care of "Daily Press" Office.

Hongkong, 12th September, 1908. 1237

FOR SALE.

A COUNTRY-BRED CHESTNUT MARE (Indan).

Apply to THE MANAGER, Kennedy's Horse Repository.

Hongkong, 10th September, 1908. 1234

FOR SALE.

FINE SITE on the Bowen Road, Ready for Building at Cheap Price.

PEBOY SMITH & SETH, Accountants & Auditors, &c., No. 3, Queen's Road Central.

Hongkong, 18th May, 1908. 853

FOR SALE AT THE BEGINNING OF 1909.

A COMPLETE PLANT of SUGAR MACHINERY. Capable of dealing with 2,000 Gallons Juice per hour, comprising:-

1. Three Roller Mill 32" by 72" with Hydraulic on back roll and having Cane and Molasses Carriers complete.

Horizontal Single Cylinder Engine 48" by 28" and Cast Steel Gearing.

1. The Effect of 2,500 square feet heating surface with Vacuum Pump equal to double the requirements to take a Vacuum Pan, if necessary.

1. Juice Heater of 800 square feet heating surface.

8 Clarifiers of 600 Gallons each on platform supported by U.T. Columns.

4 Filter Presses 25 inches square with 31 Chambers each.

2. Elements with Copper Coils &c.

The above as supplied by Messrs. MacOnie Harvey (The Harvey Engineering Co.) Glasgow in 1901.

8 Oil Jacketed Open Boiling Pans (Millers Patent) for making Muscovado or Concrete Sugar without Molasses residue.

2. Stirring Boilers working at a pressure of 180 lbs. per square inch, with one circular furnace, and fan, for induced draught, heating surface each 3,610 square feet, grate surface 95 square feet.

1. Overhead Crane for Mill and Engine equal to a lift of 5 tons.

1. Electric Lighting Plant.

Factory Building 108 feet long and 90 feet wide in two spans of steel girder columns with corrugated galvanised iron roof and ends.

The Plant works with megass fuel alone except for raising Steam.

The Factory can be seen at work on Nova Scotia Estate, Perak, Federated Malay States, at any time during the next five months after which time Cane Cultivation is to be stopped as the Estate has been planted throughout with Rubber.

The Removal of the Factory and Machinery can be done by the Sellers who will, if so desired, arrange to supervise re-erection, in which case a guarantee of working will be given.

Apply to THE STRAITS SUGAR CO., LD., 27, Austin Friars, London, E.C.

or to JOHN TURNER, Penang, Straits Settlements.

Hongkong, 27th August, 1908. 1261

TO LET.

TO LET.

A HOUSE in Wong Nei Chong Road.

A HOUSE in RYON TERRACE.

No. 10, DES VOEUX ROAD CENTRAL.

"HARVEY" Conduit Road.

OFFICES in YORK BUILDING.

GODOWNS in PHAIA EAST, BLUE BUILDINGS and No. 16B, Des Voeux Road next to the HONGKONG HOTEL.

FLATS in MORRISON TERRACE.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st September, 1908. 86

TO LET.

OFFICES in HOTEL MANSIONS. Cheap rental for monthly tenancy.

Apply to HENRY HUMPHREYS, Alexandra Buildings.

Hongkong, 13th August, 1908. 785

TO LET.

ONE ROOM Suitable for Office, Des Voeux Road, Central.

Apply to FREDERICK ELLIS, Estate Agent, 84, Des Voeux Road Central.

Hongkong, 18th September, 1908. 1240

TO LET.

"GLENWOOD" CAINE ROAD, suitable for a Boarding house or Club. Containing 28 Rooms.

2. BEACONSFIELD ARCADE, facing the Parade Ground.

C. M. S. PEAK BUNGALOW, Mount Kellet. Furnished. From 1st October, 1908 to 30th June 1909. Rent \$100 a month and taxes.

OFFICES in Bank Buildings, Top Floor. BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.

No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Caldwell MacGregor).

OFFICES in Queen's Road Central. BELILIOS TERRACE HOUSES, ROBINSON ROAD.

A GODOWN in Duddell Street.

No. 3, DUDDELL STREET Shop.

No. 2, DES VOEUX VILLAS (PHAK).

Apply to LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings.

Hongkong, 12th September, 1908. 89

TO LET.

FIRST FLOOR of No. 3, Queen's Road, Central, comprising Six Large Rooms and Outbuildings, suitable for business Premises or Dwellings, lately occupied by FRED. BORNEMANN.

Apply to DAVID SASSOON & Co. LTD. Hongkong, 7th April, 1908. 96

TO LET.

GODOWN, No. 54, DUDDELL STREET.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st September, 1908. 323

TO LET.

OFFICES in ALEXANDRA BUILDINGS.

Apply to SECRETARY, A. S. Watson & Co., Limited.

Hongkong, 23rd April, 1907. 91

TO LET.

COAL YARD. Immediate Possession. A PORTION of the COMPOUND of Marine Lot, No. 42, Wanchai, PHAIA EAST.

Apply to N. MODY & CO.

Hongkong, 23rd July, 1908. 1342

TO LET.

ONE OFFICE ROOM, Third Floor, New PHAIA 2, opposite Murray Pier.

Apply to SCHULDT & CO.

Hongkong, 28th July, 1908. 1018

TO LET.

4-ROOMED HOUSES in Kowloon at Moderate Rentals.

Apply to HUMPHREYS ESTATE & FINANCE CO., LD.

Hongkong, 15th August, 1908. 1018

TO LET.

DERINGTON, Peak Road, below L.R.C. Tennis Courts. From 1st September a.o. The Property is also FOR SALE.

For Particulars apply to C. SCHROETER, Care of GARRETT, BORNEMANN & Co., King's Buildings, 3rd Floor.

Hongkong, 8th August, 1908. 1164

TO LET.

THE ROOMS on the first floor of No. 34, QUEEN'S ROAD CENTRAL (opposite the General Post Office). The Rooms are light, spacious and well ventilated. Very moderate rent. Immediate Possession.

BANKS

THE BANK OF TAIWAN, LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER)

Capital Subscribed (paid-up) ... Yen 5,000,000
Reserve Fund ... Yen 1,140,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENCIES:
Amoy, Anping, Fuchow, Keelung, Swatow, Kobe, Nagasaki, Osaka, Shanghai, Yokohama, Tainan, Taipei, Tamsui, Keelung, Swatow.

HONGKONG OFFICE:

3, Des Voeux Road, Hongkong.
Interest allowed on Current Account Deposits received on terms which may be had on application.
D. TOHDOU, Manager.
Hongkong, 16th September, 1908.

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP ... Gold \$3,250,000.
RESERVE FUND ... Gold \$3,250,000.
Interest allowed on Current Account Deposits received on terms which may be had on application.HEAD OFFICE: 60 Wall Street, New York.
LONDON OFFICE: Threadneedle House, E.C.LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND LIMITED.THE CAPITAL & COUNTIES BANK, LIMITED.
BRANCHES AND AGENTS all over the World.The Corporation transacts every description of Banking and Exchange business, receives money, Current Account at the Rate of 2% per annum on Daily balances and accepts Fixed Deposits at the following rates:
For 12 months 4 1/2 per cent. per annum.
For 18 months 4 3/4 per cent. per annum.
For 24 months 5 per cent. per annum.No. 9, Queen's Road, Central, Hongkong.
W. M. ANDERSON, Manager.
Hongkong 8th April, 1908.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000.
RESERVE FUNDS: Sterling \$1,500,000 at 2 1/2% = \$15,000,000.
SILVER ... \$14,000,000.

RESERVE LIABILITIES OF PROPERTIES \$15,000,000.

DIRECTORS:
E. SHELLIM, Esq., Chairman.
Hon. Mr. W. J. GIBSON, Deputy Chairman.
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Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the daily balance.
On Fixed Deposits:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 1/2 per cent. per annum.
For 12 months, 4 1/2 per cent. per annum.J. R. M. SMITH, Chief Manager.
Hongkong, 22nd August, 1908.

HONGKONG SAVINGS BANK.

The business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 3 1/2 per cent. per annum.

Depositors may transfer at their option balances \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH, Chief Manager.
Hongkong, 12th January 1907.

NEDERLANDSCH-INDISCHE HANDELSBANK.

(NEDERLANDS INDIA COMMERCIAL BANK)
ESTABLISHED 1863.Authorized Capital Fl. 15,000,000 (\$1,250,000).
Subscribed Capital Fl. 10,000,000 (Paid up).
Reserve Fund Fl. 2,200,517.37 (\$183,776).HEAD OFFICE: AMSTERDAM.
SUB-OFFICE: THE HAGUE.
HEAD-AGENCY: BATAVIA.

BRANCHES at: Singapore, Sourabaya, Samarang, Indramajoe, Bandong and Weltevreden.

CORRESPONDENTS at: Cheribon, Toga, Pecalongan, Macassar, Pontianak, Padang, Medan, Penang, Rangoon, Calcutta, Bombay, Madras, Colombo, Karachi, Djeddah, Bangkok, Saigon, Shanghai.

BANKERS:
THE WILLIAMS DRAUGHTS BANK, Brussels; BANQUE DE PARIS ET DES PAYS BAS, Vienna; UNION BANK, Rome; Banca Commerciale Italiana.

THE BANK buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the World, and transacts every description of Banking and Exchange business.

INTEREST ALLOWED.
On Current Account at the Rate of 2% per annum on the daily balance.
On Fixed Deposit: 12 months 4 1/2 per annum do. 6 do. 3 1/2 do. 3 do. 3 do.C. WOLDRING, Manager.
No. 16, Des Voeux Road Central, Hongkong, 19th August, 1908.

BANKS

NEDERLANDSCHE HANDELS-MAATSCHAPPIJ.

(NEDERLANDS TRADING SOCIETY).
ESTABLISHED 1824.PAID UP CAPITAL Fl. 45,000,000 (\$3,750,000).
RESERVE FUND Fl. 5,762,884.84 (about \$479,407).

HEAD OFFICE: AMSTERDAM.

BRANCHES at: Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Toga, Pecalongan, Pascoeroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kota Radja, (Acheen) Bandjermasin.

CORRESPONDENTS at: Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanou, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

The Bank buys and sells and receives for collection Bills of Exchange, issues Letters of Credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Banking Business of every description.

INTEREST ALLOWED.
On Current Accounts 2% per annum on daily balances.
On Fixed Deposits 12 months 4 1/2 per annum do. 6 do. 3 1/2 do. 3 do. 3 do.J. L. VAN HOUTEN, Agent.
Hongkong, 16th July, 1908.

DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP, Sh. Taka 7,500,000.
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS, BERLIN.BRANCHES:
Berlin, Hamburg, Calcutta, Hankow, Tientsin, Peking, Tientsin, Tsingtau, Kobe, Yokohama, Singapore.Founded by the following Banks and Bankers:
KÖNIGLICHE SACHSENISCHE (PREUSSISCHE) STAATSBANK Berlin.
DIREKTION DER DISKONTO-GESSELLSCHAFT BREITENBURG BANK BERLINER HANDELS-GESELLSCHAFT BANK LUXE HANDEL UND INDUSTRIE ROBERT WARSCHAUER & CO. MANNESMANN & CO. M. A. VON ROTHSCHILD & SOHNEN Frankfurt a/M.

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DEUTSCHE BANK (BERLIN), LONDON AGENT. DIREKTION DER DISKONTO-GESSELLSCHAFT.

INTEREST allowed on Current Account, DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOEHN, Manager.
Hongkong, 4th December, 1907.

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.PAID-UP CAPITAL ... £1,200,000.
RESERVE FUND ... £1,525,000.
RESERVE LIABILITIES OF PROPERTIES ... £1,200,000.

INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits for 12 months 4 per cent. for 6 " 3 1/2 " for 3 " 3 ".

JOHN ARMSTRONG, Manager.
Hongkong, 14th May, 1908.

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL ... £1,500,000.
SUBSCRIBED ... £1,125,000.
PAID-UP ... £625,000.
RESERVE FUND ... £210,000.BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits:
For 12 months ... 4 per cent.
For 6 " ... 3 1/2 per cent.
For 3 " ... 3 per cent.EVAN ORMISTON, Manager.
Hongkong, 23rd April, 1908.

THE YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP ... Yen 24,000,000.
RESERVE FUNDS ... 15,100,000.

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:
Tokyo, Kobe, Osaka, Lyons, New York, San Francisco, Honolulu, Shanghai, Hankow, Tientsin, Peking, Port Arthur, Newchwang, Dairen, Chang Chun, Tientsin, Chang Chun.HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed deposits for 12 months 5 1/2 per annum do. 6 " 4 1/2 " do. 3 " 3 1/2 " do. 3 " 3 " do.

TAKEO TAKAMICHI, Manager.
Hongkong, 12th September, 1908.

EARLDOM OF NEWBURGH.

A ROMANTIC HISTORY.

From Rome comes an announcement of the death on August 2, of the Earl of Newburgh. Probably no peer was so little known in this country as the nobleman who has just passed away at the great age of 90. The reason is simple. The late peer was only naturalized by Act of Parliament in 1857, and he had scarcely a single drop of British blood in his veins. Yet he was by descent closely associated with the great family of Radcliffe, which has as tragic and romantic a history as any in the land.

The Earl of Newburgh—he was styled the eighth, though more than eight have assumed the title, bore the purely Italian names of Sigismund Nicholas Venantius Gaetano Francesco Giustiniani-Bandini, a chaplet of almost royal length. His titles formed a still stranger medley. He was Earl of Newburgh, Viscount Kynaird, and Lord Livingstone, of Fife, in Scotland. He was Prince Giustiniani-Bandini, Marquis Bandini of Lucania and Littoria, and Lord of Varano, in the Roman States, and he was Duke of Mondragone and Count of Carniola, in the late Kingdom of Naples, the fall of which—though belonging to an already distant generation—he himself witnessed. He was a Knight of Malta. And an honour which he doubtless prized above all, for the late Earl was a devoted adherent of the Papacy—he enjoyed by virtue of a rescript, issued in 1853, by Pius Nonus, all the rights, honours, places, and precedences which belonged to his illustrious ancestors, the Prince Giustiniani. That is enough to show that the eighth Earl of Newburgh supported to the fullest extent the boast of heraldry, though it was hardly accompanied in his case by the pomp of power.

A TAN LEE SUCCESSION.
The story of Newburgh peerage during the last century and a half is not very easy to follow. The late Earl succeeded his mother, Cecilia, Princess Giustiniani, who in 1837 came to the County of Newburgh in her own right. Her father, the sixth Earl, had never taken any steps to establish his right to the peerage, to which he undoubtedly succeeded in 1814 on the death of Anthony James, the fifth Earl, who was British by birth. The sixth Earl, therefore, was simply a de jure Earl, living as an Italian in Italy; while a Derbyshire gentleman, one Francis Elphinstone, assumed the title, though he never tried to convince the House of Lords of his claim. Nevertheless, he was always styled Earl of Newburgh, and so were his two sons who followed him, while his daughter who succeeded them, as they left no issue, was also addressed as Countess of Newburgh down to her death, in 1853. There were thus three "false" Earls and a "false" Countess, while the rightful Earl never moved a finger to gain the barren heritage of three additional and alien titles. It should be understood, however, that no opprobrium rests on the memory of these "false" Earls of Newburgh. It was quite pardonable on the part of plain Mr. Elphinstone that he was the lawful Earl, for when Anthony James, the fifth Earl, died the succession was by no means obvious. The real sixth Earl, who, as we have said, never came forward, succeeded by virtue of his being the senior co-heir of his great-grandmother, Charlotte Maria, Countess in her own right, who died in 1715. She married twice, first a son of a Lord Clifford of Chudleigh, by whom she had a daughter Anne, and, second, Charles Radcliffe, Earl of Derwentwater, brother of the gallant Earl who was executed for his share in the Jacobite rising of 1715, and himself fell to die on the scaffold in 1746. This Anne Clifford married the fifth Prince Giustiniani in 1757, and so, when the family of her half-brother came extinct, her own descendants became the rightful heirs. The Elphinstones seem to have assumed the title on the strength of the marriage of an ancestor in 1755 to the sister of the fourth Earl, and on the supposition that as Prince Giustiniani was an alien and not naturalized, he could not succeed to the earldom.

BUT THAT WAS NOT ALL. There were other Richmonds in the field. As Mr. Cadman, of Sheffield, came forward to claim the earldom on the ground that he was descended from the Honorable Charlotte Radcliffe, an elder sister of the lady who married the ancestor of the Elphinstones. She is entered in the genealogical trees as having died unmarried in 1800. Mr. Cadman said that she married a Mr. Goodwin in 1747 in the village of Hope. But the needful proof was missing. The entries for that year have been badly cut up. And it is a remarkable fact that the registers in several of the neighbouring villages of Derbyshire, where there are known to have been entries relating to the Elphinstones, show similar mutilations. Local gossip, of course, had no doubt who the culprit was, but local gossip is rarely trustworthy. Another of the impostors—this time to the empty Earldom of Newburgh; but to the picturesque Haseop estates—appeared in the person of a Mr. Cave, who came over from Australia a quarter of a century ago, boldly seized the title, and held it until he was summarily evicted. His story was that he was a Countess, who made an extraordinary death-bed will—the London solicitor, summoned for the purpose, found her dead on his arrival—had no authority to will the estates, because her brother, the "false" eighth Earl, had settled them in favour of his mother's sisters, from whom the claimant was descended. It was an amazing tale, but there were scores who seriously believed it. Only, as usual, the all-important deed of settlement could not be produced.

THERE WAS NO LACK OF ROMANCE ATTACHING to the title of Newburgh. The first Earl was a Livingstone of Kinnaird, a member of the great Scottish family of the Livingstones of Callander. He was one of Charles the First's staunchest adherents during the Civil War, and he shared not only Prince Charles's exile in Holland, but the disastrous invasion which ended so ingloriously at Worcester. He was also one of the lucky few whom Charles II. did not forgive when he came into his own again, for the King gave him an earldom, a viscountcy, a goodly share of the Bishop of Lincoln's tithes, and a license to dig for coal in Windsor Forest. But there the luck of the Newburghs ended. His granddaughter, the Countess Charlotte, would have been Lady Clifford of Chudleigh had her first husband lived, but at his death she associated herself with the dismal fortunes of the Derwentwaters. Her husband was in exile when she married him. He had been convicted and attainted of treason eight years before for his share in the fiasco of the Fifteen, which effectively chilled the ardour of the ruined Jacobite gentlemen of the North. He had found means of escape, however, and so for the time avoided the fate of his elder brother, the "bunny lord" Sir John, in 1745, when he had succeeded to the title on the death of his nephew—if he can be said to have succeeded, when he was attainted and proscribed—he was caught by a King's ship on board a French privateer, which was steering north for Scotland, and the chivalry of those times had no compunction about beheading a man though the warrant for his execution was thirty-one years old. He lies buried in St. Giles-in-the-Field. Radcliffe was a bold rebel against King George. He was perhaps an even bolder lover. The chronicles say that he proposed marriage to the widowed Countess of Newburgh not once only, nor twice, nor thrice, but fifteen times. She was intractable. But Radcliffe was not the man to take a widow's nay. He clambered down the chimney into her apartment and won her—by compromise. There is a picture of the adventure at Lord Pease's house at Thorndon. Her eldest son, the fourth Earl of Newburgh, was awarded £30,000 by Act of Parliament in compensation for his loss of the Derwentwater earldom and the once great estates of the family at Dilston-on-Tyne and elsewhere in Northumberland and Cumberland. It was but nominal "compensation." The rest of the money was "jobbed" among the trustees in the approved eighteenth-century way, save a part which was generously settled upon Greenwich Hospital.

The ninth Earl of Newburgh, born in 1832, who now succeeds his aged father, will have the consolation of knowing that at least a small fraction of the inheritance which might have been his is applied to a patriotic purpose.—Daily Telegraph.

GOLD FACTS.

The greatest gold nugget ever known was found by a couple of penniless fellows, Hattmann and Byer by name, who were digging in New South Wales; they accidentally came upon a thick slab of gold, turning the scales at last, their combined weight. Its value was thirty thousand pounds.

The largest Californian nugget, too, was dug by mere chance. Two miners, both the worse for liquor, were caught in a flood, one was swept away and drowned, the other reached a place of safety, and the next morning proceeded to dig a grave to bury his comrade. A few inches below the surface he struck a rock; he shovelled around it, and pushed it to one side. Then as he seated himself upon it he discovered that it was a mass of virgin gold, worth five thousand pounds, while he made another two thousand pounds exhibiting it.

When Old Dan Hill wandered out of the poorhouse in California, in 1886, he stubbed his toe against a couple of nuggets, sold them for £5,000, squandered the money in a few weeks, and again returned to his bed in the poorhouse. On Australia a discouraged prospector was tramping behind a pedlar's cart. The wheel dislodged a boulder as it passed, the eye of the miner saw "glint," and the pedlar assisted him to load £10,000 of nugget into the cart.

Alexander McDonald, a Scotchman, to be quite correct, the first millionaire of the Yukon Valley, spent half his life in the mines of the "Rookies." Then he played dice for a disused mine, or deserted claim, and next day dug up £4,000 worth of gold.

In the central zone of the Rand by £400,000,000 of gold, and the world knew it. Great Britain promised to pay £250,000,000 in gold for it, with the lives of some of her best sons thrown in for makeweight, and now gradually, once a month, digs up £2,000,000 worth of gold which may continue for much longer than 200 months.

Nations fall or rise on the ebb and flow of gold products. What is International trade? A tug-of-war with a rope of gold. The nations pile up the yellow tokens, and become devils trying to keep it from the other miners who would have it.

Three years after Jim Marshall had found his nugget, the gold fever struck Australia. The name of Australia was unknown, some had a hazy idea that it was a British prison-land, where convicts whom society cast out, were sent. A sheep breeder found a hundred-pound nugget, and soon three hundred thousand miners were digging around Ballarat and Bendigo. The convicts tore down the ligatures, and the shepherds' sheep were eaten to make mauls with which to dig for gold.

They raised their own flag, but the battle of the "stockade" went in favour of the British Empire, and out of the hidden gold evolved the Commonwealth of Australia, which was founded by the people society cast out. Society "took over" the convicts' inheritance, and built great churches with golden domes, and cities with golden domes, and workhouses for the gold miners.

In 1896 the gold cry came from the Klondike, another silent land, this time of the north. It was two thousand miles from "anywhere." You might go by two routes—either by the river and down, or the mountain and freeze—but men did go there, and so did women. Half died on the way out there; the other half found gold, scores of tons of it, they built railways and palatial steamers in which to come back, and built a city of 10,000 people by the Arctic Circle.

Then the gold echo came from Cape Nome—black sand and snow-matted, solid stretch by the Shering Sea. A party of five hundred, led by two ministers, who forgot their churches for gold, walked there over the frozen Alaskan snow-fields. They found gold, and driftwood sufficient to put warmth into their bodies. Now it is a city, and they are railing.

But are no better lipists thrown on the earlier gold fields? Hannibal invaded Spain for her gold. Anthony, Egypt; Alexander was after Asiatic gold in his rushes, Columbus was gold mad—the first question he asked the natives was "Have you gold?" but, alas, they were happier, they knew not gold. Then Cortez slaughtered the Mexicans for their gold, Pizarro ran riot in Peru, and Balboa cut a blood-red route to the Pacific for gold; while the Portuguese seized the Empire of Brazil because they had gold.

Then the Dutch and English, who could not go outside a punt without becoming ill from sea-sickness, were cured of their landlubberism by the smell of the Spanish galleons, and they took the sea, one to devour the other, after they had devoured proud Spain. Ferdinand sent out his men to get gold "humanely if you can, but get it." The others got Ferdinand, gold and all.

When will the next upheaval take place? Gold is where you find it. In the Himalayas, in Korea, in the Philippines, we hear rumours which, like the hubbub before the storm, portend the gold rush to these parts of the world. One thing is certain, where the metal is found there will be tens of thousands congregating, facing all dangers, forgetting all comforts, nay, reason itself, for the love of gold.—Cosmopolitan.

How to be beautiful—Keep your complexion, Mrs. Dillon's Creme Chamois, Lait Chamois and Special Skin Tonic and Poudre Chamois will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

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Among the special purposes for which this powerful antiseptic soap is useful, it has secured a wide popularity as a safeguard against infection, as a protection against mosquitoes and other insects, or for antiseptically cleansing their bites.

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Calvert's Carbolic Toilet Soap.

You will appreciate the feeling of thorough purification ensured by the antiseptic properties of this delicately perfumed soap, while its pure quality meets the requirements of even a sensitive skin.

Freedom from Skin Irritation.

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is most serviceable in warm climates as a preventive of prickly-heat or other skin irritation. Well adapted for regular bath and toilet use by its purity, antiseptic properties and pleasant perfume.

Which meets your special need? Each suits the climate.

When you ask for

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do not take a cheap imitation. BOVRIL is all beef and is a standardised strength-giving food.

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MADE by the ORIGINALS OF CONDENSED MILK who for 50 YEARS have devoted all their energies to the production of the HIGHEST QUALITY

SANITARY MILK in which GAIL BORDEN was the Pioneer. A fact worthy of your consideration.

She is Supreme for PURITY, RICHNESS AND FLAVOUR. WARRANTED

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CONNELL BROS. COMPANY, Sole Importers

Hongkong, 21st August, 1908.

FRENCH LESSONS.

FRENCH TAUGHT entirely by Conversation and without translation by a Frenchman (a Teacher in Government Schools) and ENGLISH LESSONS by an English Lady.

Apply by letter to—B. R. Care of "Daily Press" Office. Hongkong, 13th November, 1906.

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For functional troubles, delay, pain and these irregularities peculiar to the sex. Prescribed by the highest French Medical authorities and superior to Tansey, steel Drops and Penny royal.

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MAIL TABLES FOR 1908.

Shows the dates of departure of the Mail to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card ... 30 Cents.
On Paper ... 20 ".

On Sale at the Hongkong Daily Press Office.

Hongkong, 17th January, 1908.

SHIPPING.

ARRIVALS.

ANGORIN, German str., 1,001, Kumpel, 22nd Sept.—Bangkok 13th Sept., and Hoihow 21st, Rice—Butterfield & Swire.
 CHOWFA, German str., 1,035, O. Heber, 22nd Sept.—Bangkok and Swatow 21st Sept., Rice and Timber—Butterfield & Swire.
 CRESCENT, H.M.S. British cruiser, 7,700, C. P. Henderson, R.N., 21st Sept.—Singapore 16th September.
 HALLAMSHIRE, British str., 2,356, G. Elliott, 21st Sept.—Mojil 16th September, Coal—Order.
 KWANSEH, British str., 1,228, Stott, 21st Sept.—Chefoo 16th Sept., General—Butterfield & Swire.
 QUINTA, German str., 587, F. Frahm, 21st Sept.—Samarang 11th Sept., Sugar—Stomson & Co.
 TONAN, Chinese str., 942, A. A. Crawford, 22nd Sept.—Amoy 21st September, Nil—Chinese.
 VORWARTS, Austrian str., 3,727, B. Bednars, 21st Sept.—Shanghai 18th September, General—Sander, Wieler & Co.
 ZAFIRO, British str., 1,619, R. Redger, 22nd Sept.—Mauritius 19th Sept., General—Shewan, Tomes & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 22nd September.
 Amara, British str., for Saigon.
 Chipping, British str., for Swatow.
 Idemeneu, British str., for Singapore.
 Tadamaya, British str., for Singapore.
 Yatsufu Maru, Japanese str., for Shanghai.

DEPARTURES.

22nd September.
 ARANA, British str., for Saigon.
 FOCHOW, British str., for Shanghai.
 KUEIHOW, British str., for Canton.
 SHAOHUNG, British str., for Canton.
 WAICHING, British str., for Canton.

SHIPPING REPORTS.

The British str. Zafiro reports: Strong to moderate S.E. and S.E. gate heavy sea, and equally heavy W.N.W. swell clear weather.

VESSELS IN DOCK.

September 22nd.
 ABREDEEN DOCKS.—Preliminary.
 Kowloon DOCKS.—Norwegian, H.M.S. Whitby, U.S.S. Albatross, Montanica, Kiang Ta, Hupet, Helligo, Shantung, China.
 COSMOPOLITAN DOCKS.—Pachonides, Chung-sung.

VESSELS ON THE BERTH.

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"GREGORY APCAR."
 Captain S. H. Bolton, will be despatched for the above Ports TO-MORROW, the 24th inst., at Daylight, instead of as previously advertised.
 This steamer has superior accommodation for passengers and is fitted throughout with Electric Light and carries a duly certified Doctor.
 For Freight or Passage, apply to
 DAVID SASSOON & Co., Ltd.,
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FOR EUROPE.

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 Captain E. Malchow, will leave TO-MORROW the 24th inst., at Noon.
 NORDDEUTSCHER LLOYD,
 MELCHERS & Co., Agents,
 Hongkong, 21st September, 1908. 5

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"JAPAN."
 Captain J. G. Ollivant, will be despatched for the above Ports TO-MORROW, the 24th inst., at 1 P.M., instead of as previously advertised.
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 DAVID SASSOON & Co., Ltd.,
 Agents,
 Hongkong, 22nd September, 1908. 1308

FOR SAN FRANCISCO VIA PHILIPPINE ISLANDS.

THE Steamship

"DAKOTAH."
 Capt. W. Ross, will be despatched as above on or about 30th September, 1908.
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 Oriental Freight Department,
 (Hotel Mansions),
 Hongkong, 18th September, 1908. 1163

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FOR SYDNEY AND MELBOURNE.

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THE Steamship

"EMPIRE."
 Captain Helms, will be despatched as above on THURSDAY, the 15th October, at Noon.
 This well-known steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Produce, etc., throughout the voyage.
 This steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
 N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
 For Passage, apply to
 GIBB, LIVINGSTON & Co.,
 Agents,
 Hongkong, 22nd September, 1908. 1336

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via PORTS OF CALL...	DEVANHA	Brit. str.	—	T. H. Hida, R.N.R.	P. & O. S. N. Co.	On 3rd Oct. at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	NORH	Brit. str.	—	G. Phillips	P. & O. S. N. Co.	About 7th October.
LONDON & ANTWERP via SINGAPORE, &c.	GLENLOCH	Brit. str.	—	E. J. Stallard	MCGREGOR BROS. & GOW	On 14th October.
ALYANDRIA, ANTWERP & HAMBURG &c.	SPERZA	Ger. str.	k.w.	Kotze	HAMBURG-AMERIKA LINIE	About 23rd inst.
HAVRE & HAMBURG via STRAITS, &c.	BRASILIA	Ger. str.	k.w.	Schwinghammer	HAMBURG-AMERIKA LINIE	On 4th October.
HAVRE & HAMBURG via STRAITS, &c.	SILESIA	Ger. str.	k.w.	v. Hoff	HAMBURG-AMERIKA LINIE	On 18th October.
HAVRE & HAMBURG via STRAITS, &c.	SAMBIA	Ger. str.	k.w.	Hildebrandt	HAMBURG-AMERIKA LINIE	On 31st October.
MARSEILLES, &c. via PORTS OF CALL...	ERNEST SIMONS	Fr. str.	—	Girard	MESSAGERIES MARITIMES	On 29th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	LAMBA MARU	Jap. str.	—	C. H. Butler	NIPPON YUSEN KAISHA	On 10th inst., at Dlight
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	IRABA MARU	Jap. str.	—	Wm. Bainbridge	NIPPON YUSEN KAISHA	On 14th Oct., at Dlight
MARSEILLES, HAVRE & COPENHAGEN...	P. B. FRIDRICH	Ger. str.	—	E. Malchow	MELCHERS & Co.	Tomorrow at Noon.
NAPLES, GENOA, ALGIER, GIBRALTAR, &c.	VORWARTS	Aus. str.	—	B. Bednars	SANDER, WIELER & Co., Agents	About 25th inst.
TRIESTE, &c. via SINGAPORE, &c.	VANDALIA	Ger. str.	k.w.	Karberg	HAMBURG-AMERIKA LINIE	On 25th inst.
NEW YORK	SHIMOSA	Brit. str.	—	Macfarlane	DODWELL & Co., Ltd.	On 10th October.
NEW YORK via PORTS & SUEZ CANAL	INDRANI	Brit. str.	—	W. Ross	JARDINE, MATHESON & Co., Ltd.	About 10th October.
SAN FRANCISCO via PHILIPPINE ISLANDS	DAKOTAH	Brit. str.	2 m.	—	STANDARD OIL CO.	About 30th inst.
VANCOUVER via SHANGHAI JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 26th inst., at 4 P.M.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	MONTEAGLE	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 3rd Oct., at Noon.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	TOSA MARU	Jap. str.	—	Jas. Boyd	DODWELL & Co., Ltd.	On 25th inst.
AUSTRALIAN PORTS via MANILA	SHINANO MARU	Jap. str.	1 m.	J. Nagao	NIPPON YUSEN KAISHA	On 25th inst., at 4 P.M.
AUSTRALIAN PORTS via MANILA	NIRKO MARU	Jap. str.	—	A. E. Moser	NIPPON YUSEN KAISHA	On 19th Oct., at 4 P.M.
AUSTRALIAN PORTS via MANILA	PRINZ WALDEMAR	Brit. str.	1 m.	W. von Sanden	NIPPON YUSEN KAISHA	On 2nd Oct., at Noon.
AUSTRALIAN PORTS via MANILA	TAIYUAN	Brit. str.	1 m.	L. Dawson	MELCHERS & Co.	On 8th Oct., at Noon.
AUSTRALIAN PORTS via MANILA	EMPIRE	Brit. str.	—	P. T. Holmes	GIBB, LIVINGSTON & Co.	On 10th Oct., at 4 P.M.
AUSTRALIAN PORTS via MANILA	KUMANO MARU	Jap. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 16th Oct., at Noon.
AUSTRALIAN PORTS via MANILA	KANAGAWA MARU	Jap. str.	—	N. Ohno	NIPPON YUSEN KAISHA	On 20th Oct., at Noon.
AUSTRALIAN PORTS via MANILA	KUMANO MARU	Jap. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 30th inst., at Noon.
KOBE & YOKOHAMA	TIYANAS	Dut. str.	—	Pand' r	JAVA-CHINA-JAPAN LUN	Quick despatch.
KOBE & YOKOHAMA	AMIRAL OBY	Frean. str.	—	G. Hooker	BUTTERFIELD & SWIRE	On 12th October.
CHINGWANGTAO, JAPAN, AMERICA, &c.	KUEICHOV	Brit. str.	1 m.	S. H. Bolton	DAVID SASSOON & Co., Ltd.	Tomorrow, at 4 P.M.
WEIHAIWEI, CHEFOO & TIENSIN	GREGORY APCAR	Brit. str.	—	E. W. Bruce	DAVID SASSOON & Co., Ltd.	To-morrow, at Daylight.
SHANGHAI, YOKOHAMA, KOBE & MOJI	ZIETEN	Ger. str.	—	Robertson	P. & O. S. N. Co.	About 25th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SUMATRA	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst., at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	YATSHING	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 25th inst., at 4 P.M.
SHANGHAI via SWATOW	CALEDONIAN	Frean. str.	—	—	MELCHERS & Co.	On 26th inst., at Noon.
SHANGHAI, KOBE & YOKOHAMA	DELTA	Brit. str.	—	—	P. & O. S. N. Co.	About 1st October.
SHANGHAI	WAISHING	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 1st Oct., at Noon.
SHANGHAI, YOKOHAMA & KOBE	SAMBIA	Ger. str.	k.w.	—	HILDEBRANDT	On 2nd October.
SHANGHAI, YOKOHAMA, KOBE & MOJI	KUTSANG	Brit. str.	1 m.	—	JARDINE, MATHESON & Co., Ltd.	On 2nd Oct., at Noon.
SHANGHAI, YOKOHAMA & KOBE	PEKING	Dut. str.	—	—	MELCHERS & Co.	On 2nd October.
SHANGHAI, MOJI & KOBE	WAKAMIYA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 5th October.
SHANGHAI, YOKOHAMA & KOBE	SENIGAMIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 18th October.
SHANGHAI	THILWONG	Dut. str.	—	—	JAVA-CHINA-JAPAN LUN	Quick despatch.
ANPING via SWATOW & AMOY	SHOSHU MARU	Jap. str.	—	—	OSAKA SHOSSEN KAISHA	On 30th inst., at 10 A.M.
TAMULIA via SWATOW & AMOY	DAIJI MARU	Jap. str.	—	—	OSAKA SHOSSEN KAISHA	On 27th inst., at 2 P.M.
AMOY & SHANGHAI	TAIYUAN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SWATOW, AMOY & POOHOV	HATCHING	Brit. str.	2 h.	—	DODWELL & CO., LIMITED	To-day, at 1 P.M.
HOIHOW, PAKHOI & HAIPHONG	SINGAN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-day, at 10 A.M.
MANILA	TEAN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
MANILA	LOONGSANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 25th inst., at 4 P.M.
MANILA	ZAFIRO	Brit. str.	—	—	SHEWAN TOMES & Co.	On 26th inst., at Noon.
MANILA	RUBI	Brit. str.	—	—	SHEWAN, TOMES & Co.	On 3rd Oct., at Noon.
MANILA	YUENANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 2nd Oct., at 4 P.M.
CERU & LOILO	ANRU	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
KUDAT & SANDAKAN	BORNEO	Jap. str.	—	—	MELCHERS & Co.	On 26th inst.
BOMBAY via SINGAPORE & COLOMBO	TAKARAKI MARU	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 26th inst.
SINGAPORE, PENANG & CALCUTTA	JAPAN	Brit. str.	—	—	DAVID SASSOON & Co., Ltd.	To-morrow, at 1 P.M.
SINGAPORE & SOUBARAYA	CHUNSA	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 26th inst., at 1 P.M.
SINGAPORE, PENANG & CALCUTTA	NANSANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 9th Oct., at 1 P.M.
BATAVIA, CHERIBON, SAMARANG, &c.	TIYAHARI	Dut. str.	—	—	JAVA-CHINA-JAPAN LUN	Quick despatch.

NORDDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"ZIETEN" Capt. I. Prosch	About Wed'day 23rd September.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"PRINZ EITEL FRIEDRICH" Capt. E. Malchow	Thursday, 24th Sept., at Noon.
MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. W. V. Seiden	Thursday, 8th Oct., at Noon.
KUDAT & SANDAKAN	"BORNEO" Capt. F. Semill	Middle of October.

For further Particulars, apply to
 NORDDEUTSCHER LLOYD,
 MELCHERS & Co.,
 GENERAL AGENTS, HONGKONG & CHINA.
 Hongkong, 22nd September, 1908. 5

NORTHERN PACIFIC LINE.

CONNECTING AT TACOMA WITH
 NORTHERN PACIFIC RAILWAY COMPANY.
 Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
 VICTORIA, B.C. AND TACOMA
 VIA
 KEELUNG, MOJI, KOBE, YOKKAICHI, SHIMIDZU, AND
 YOKOHAMA.

Steamers	Tons	Captain	Sailing Date
INVERIC	4,789	Jas. Boyd	On 26th September.
CEAIGVAE	4,415	B. C. Edmunds	On 9th October.
SUVERIO	4,295	W. Shotton	On 10th November.
KUMERIC	6,232	F. S. Cowley	On 1st December.
XEDDO	4,563	G. B. McGill	On 22nd December.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—
 DODWELL & CO., LIMITED,
 GENERAL AGENTS,
 QUEEN'S BUILDINGS,
 Hongkong, 22nd September, 1908.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE
 VIA SUEZ-CANAL.
 FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA
 SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"CALEDONIAN" Capt. Martin	On 28th Sept., P.M.
MARSEILLES via PORTS	"ERNEST SIMONS" Capt. Girard	On 29th Sept., 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"POLYNESIAN" Capt. Broc	On 12th Oct., P.M.
MARSEILLES via PORTS	"VILLE DE LA CIOTAT" Capt. Barillon	On 13th Oct., 1 P.M.

Transshipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—
 P. NALIN, ACTING AGENT,
 Queen's Building.
 Hongkong, 15th September, 1908. 2

CANADIAN PACIFIC RAILWAY
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 DAYS
 Across the Pacific in the "EMPRESS LINE." Saving 5 to 10 days' Ocean Travel.
 12 DAYS YOKOHAMA to VANCOUVER.
 21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF CHINA" 8,000	...	SATURDAY, 26th Sept.	17th Oct.
"MONTEAGLE" 8,163	...	SATURDAY, 3rd Oct.	24th Oct.
"EMPRESS OF INDIA" 8,000	...	SATURDAY, 17th Oct.	7th Nov.
"EMPRESS OF JAPAN" 8,000	...	SATURDAY, 7th Nov.	28th Nov.
"EMPRESS OF CHINA" 8,000	...	SATURDAY, 28th Nov.	19th Dec.
"MONTEAGLE" 8,163	...	SATURDAY, 12th Dec.	5th Jan. 09

* S.S. "LENNOX" and "GLENFARIG" are Freighters only and do not carry Passengers.
 * "EMPRESS" Steamers will depart from HONGKONG at 4 P.M.
 S.S. "MONTEAGLE," "LENNOX" and "GLENFARIG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co's NEW PALATIAL "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, via Canada, via Canadian Atlantic Route to New York £71 10s.
 Intermediate on Steamers "240," "242," "244," "246," "248," "250," "252," "254," "256," "258," "260," "262," "264," "266," "268," "270," "272," "274," "276," "278," "280," "282," "284," "286," "288," "290," "292," "294," "296," "298," "300," "302," "304," "306," "308," "310," "312," "314," "316," "318," "320," "322," "324," "326," "328," "330," "332," "334," "336," "338," "340," "342," "344," "346," "348," "350," "352," "354," "356," "358," "360," "362," "364," "366," "368," "370," "372," "374," "376," "378," "380," "382," "384," "386," "388," "390," "392," "394," "396," "398," "400," "402," "404," "406," "408," "410," "412," "414," "416," "418," "420," "422," "424," "426," "428," "430," "432," "434," "436," "438," "440," "442," "444," "446," "448," "450," "452," "454," "456," "458," "460," "462," "464," "466," "468," "470," "472," "474," "476," "478," "480," "482," "484," "486," "488," "490," "492," "494," "496," "498," "500," "502," "504," "506," "508," "510," "512," "514," "516," "518," "520," "522," "524," "526," "528," "530," "532," "534," "536," "538," "540," "542," "544," "546," "548," "550," "552," "554," "556," "558," "560," "562," "564," "566," "568," "570," "572," "574," "576," "578," "580," "582," "584," "586," "588," "590," "592," "594," "596," "598," "600," "602," "604," "606," "608," "610," "612," "614," "616," "618," "620," "622," "624," "626," "628," "630," "632," "634," "636," "638," "640," "642," "644," "646," "648," "650," "652," "654," "656," "658," "660," "662," "664," "666," "668," "670," "672," "674," "676," "678," "680," "682," "684," "686," "688," "690," "692," "694," "696," "698," "700," "702," "704," "706," "708," "710," "712," "714," "716," "718," "720," "722," "724," "726," "728," "730," "732," "734," "736," "738," "740," "742," "744," "746," "748," "750," "752," "754," "756," "758," "760," "762," "764," "766," "768," "770," "772," "774," "776," "778," "780," "782," "784," "786," "788," "790," "792," "794," "796," "798," "800," "802," "804," "806," "808," "810," "812," "814," "816," "818," "820," "822," "824," "826," "828," "830," "832," "834," "836," "838," "840," "842," "844," "846," "848," "850," "852," "8

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBÉ, SUMATRA and YOKOHAMA	DELTA Capt. E. W. Bruce	About 25th Sept.	Freight and Passage.
SHANGHAI	DELTA Capt. B. W. H. Snow	About 1st Oct.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	DEVANNA Capt. T. H. Hilde, R.N.	Noon, 3rd Oct.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NORE Capt. G. Phillips	About 7th Oct.	Freight and Passage.

For further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 22nd September, 1908.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HUIHOW, PAKHOI and HAIPHONG	"SINGAN"	On 23rd Sept., 10 A.M.
AMOI and SHANGHAI	"TIENTSIN"	On 23rd Sept., 4 P.M.
MANILA	"TEAN"	On 23rd Sept., 4 P.M.
CEBU and ILOILO	"ANHUI"	On 23rd Sept., 4 P.M.
WEIHAIWEI, CHEFOO and TIENTSIN	"KUBICHOV"	On 24th Sept., 4 P.M.
SHANGHAI, ZAMBANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"SHAOHSING"	On 25th Sept., 4 P.M.
MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.		

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REVENUE, SALOON, FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
Hongkong, 23rd September, 1908.BUTTERFIELD & SWIRE,
AGENTS.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING CARGO at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, YOKOHAMA & KOBÉ: S.S. SAMBIA ... 2nd Oct.	FOR ALEXANDRIA, ANTWERP & HAMBURG: S.S. SPEZIA ... About 28th Sept.
FOR SHANGHAI, YOKOHAMA & KOBÉ: S.S. BENEGAMBIA ... 18th Oct.	FOR HAVRE & HAMBURG: S.S. BRASILIA ... 4th Oct.
FOR SHANGHAI, YOKOHAMA & KOBÉ: S.S. SITHONIA ... 28th Oct.	S.S. SILEZIA ... 18th Oct.
S.S. SCANDIA ... 10th Nov.	S.S. SAMBIA ... 31st Oct.
S.S. BRISGAVIA ... 18th Nov.	
S.S. DORTMUND ... 28th Nov.	

For NEW YORK ...

S.S. VANDALIA On 25th September.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION

FOR	THE CO'S S.S.	LEAVING
TAMUI VIA SWATOW, AMOI, ANPING VIA SWATOW, & AMOI	"DALIN MARU" Capt. I. SAKURAI	SUNDAY, 27th Sept., at 2 P.M.
	"SHOSHU MARU" Capt. I. ICHI	WED'DAY, 30th Sept., at 10 A.M.

A Reduction of 20 Per Cent. will be made on First and Second Class Fares to Foochow, until further Notice.

These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Ample, Unrivaled Table.

Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1 Queen's Buildings.

Hongkong, 21st September, 1908.

T. ARIMA, Manager.

INDO-CHINA S. NAY. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
MANILA	"LOONGSANG"	Friday, 25th Sept., 4 P.M.
SHANGHAI VIA SWATOW	"YATSUNG"	Friday, 25th Sept., 4 P.M.
SINGAPORE & SOUBAYAYA	"CHUNSAUNG"	Saturday, 26th Sept., 1 P.M.
SHANGHAI	"WAISHING"	Thursday, 1st Oct., Noon.
SINGAPORE, PENANG & CALCUTTA	"KUSANG"	Friday, 2nd Oct., Noon.
MANILA	"YUENSANG"	Friday, 9th Oct., 1 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS:

The steamer "KUSANG" and "YUENSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

Telephone No. 61

For Freight or Passage, apply to—

Hongkong, 23rd September, 1908.

JARDINE, MATHESON & Co., Ltd.,

GENERAL MANAGERS.

CHARGEURS REUNIS FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

OUTWARD via SUEZ:—Antwerp, Dunkirk, La Pallice, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, Canton, Shanghai, (Peking Tientsin), Kobe, Yokohama, GENOA to HONGKONG in 30 DAYS.

YOKOHAMA to HONGKONG in 23 DAYS.

Unique Opportunity to make a Tour in North China and Japan with Great Speed, Safety and Comfort.

TRANSPACIFIC:—Victoria (B.C.) Vancouver, Seattle, San Francisco.

CONNECTING WITH CANADIAN PACIFIC RAILWAY.

Freight to Overland and Europe via Vancouver.

Passengers to OVERLAND and EUROPE via VANCOUVER.

YOKOHAMA to LONDON and PARIS 25 DAYS.

HOMEWARD via MAGELLAN STRAITS:—Mexico, River Plate, Brazil, La Pallice, Liverpool.

PROPOSED SAILINGS:

AMIRAL OLRY ... 12th Oct. ... 26th Nov.

CEZLAN ... 11th Jan. 09

— New Twin Screw, 16,000 tons Displacement, 1st Class, accommodation, Splendidly equipped with single berth cabins.

Intermediate Class and Rates of Passage. All Round the World Tickets by these boats.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT,
FRENCH MAIL OFFICE.

Hongkong, 18th September, 1908.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila	On 28th Sept., Noon.
RUBI	2540	R. W. Almond	Manila	On 3rd Oct., Noon.

For Freight or Passage apply to—

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 21st September, 1908.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	TAMBA MARU Capt. C. H. Cutler, Tons 6134	WED'DAY, 30th Sept., at D. Light
COLOMBO, and PORT SAID	INABA MARU Capt. Wm. Balbridge, Tons 5189	WED'DAY, 14th Oct., at D. Light
VICTORIA, B.C., and SEATTLE, via SHANGHAI, MOJI, KOBÉ, YOKKAICHI, and YOKOHAMA	TOSA MARU Capt. J. Nagao, Tons 5923	SATURDAY, 26th Sept., at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE, and BRISBANE	SHINANO MARU Capt. K. Kawara, Tons 5383	FRIDAY, 2nd Oct., at Noon
BOMBAY via SINGAPORE, NAGASAKI, KOBÉ and YOKOHAMA	NIKKO MARU Capt. E. Moss, Tons 5559	FRIDAY, 30th Oct., at Noon
KOBÉ and YOKOHAMA	KUMANO MARU Capt. N. Mathieson, Tons 5076	WED'DAY, 30th Sept., at Noon
SHANGHAI, MOJI, KOBÉ and YOKOHAMA	KANAGAWA MARU Capt. A. Mosker, Tons 4746	FRIDAY, 2nd Oct., at Noon
	WAKAMIYA MARU Capt. T. Yamawaki, Tons 4723	MONDAY, 5th October.

Equipped with Marconi's System of Wireless Telegraphy.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For Further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

Hongkong 23rd September, 1908.

T. KUSUMOTO,
MANAGER.

EAST ASIATIC CO., LTD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LTD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBÉ	"PEKING"	On 3rd October.
MARSEILLES, HAVRE & COPENHAGEN	"TRANQUEBAR"	Middle of October.

For Further Particulars, apply to

Hongkong, 21st September, 1908.

MELOHERS & CO.,

AGENTS.

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

HEAD OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office for the Far East:—16, DES VUEUX ROAD, HONGKONG.

Japan Office:—14, WATER STREET, YOKOHAMA.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL DEPART FOR	ON OR ABOUT
TJIPANAS	JAVA	First half of Sept.	JAPAN	First half of Sept.
TJIMAH	JAPAN	Second half of Sept.	JAVA	Second half of Sept.
TJIBODAS	JAPAN	Second half of Sept.	JAVA	Second half of Sept.
TJILWONG	JAVA	Second half of Sept.	SHANGHAI	Second half of Sept.
TJILATJAP	JAVA	First half of Oct.	SHANGHAI	First half of Oct.
TJIKINI	JAVA	Second half of Oct.	JAPAN	Second half of Oct.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Yok Buildings, 1st Floor.

Hongkong, 7th September, 1908.

Telephone No. 375.

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SOUTH MANCHURIA RAILWAY CO.

SHORTEST & QUICKEST ROUTE TO EUROPE

IN 16 DAYS FROM SHANGHAI TO LONDON

VIA DAIBEN (DALNY).

STEAMSHIP SERVICE—Regular Direct Weekly Service by the fast Passenger Steamer "Kosa Maru" (2,877 tons) sailing from Dairen every Monday and from Shanghai every Friday, in connection with the South Manchurian Express and Trans-Siberian Route (International Train de Luxe).

MAIN RAILWAY LINE—Tri-Weekly Express Service from Dairen to Kwangchowgatsi (in connection with Siberian Express trains at Harbin) by a train composed of excellently equipped Sleeping and Dining Cars expressly built for the Company by the Pullman Car Co. (This Service is available after middle of September, 1908).

BRANCH RAILWAY LINES:—RYOJUN LINE—For Ryojun (Port Arthur), 2 hours from Dairen.

YINGKOU LINE—For Yingkou (Newspaper), 1 hour from Tashichien Junction.

FUSHUN LINE—For the famous Fushun Collieries from Sachiatu Junction.

ANJUN LINE—For Anjun, a light railway from Mukden to Antung-Hsien connecting with the Korean Government Railway.

RAILWAY HOTELS—"YAMATO" HOTELS (Tel. Add: "YAMATO")

At DAIBEN (Dalny), PORT ARTHUR and KWANGCHOWGATSI, and also very shortly at MUKDEN, all managed by the Company and provided with every convenience, luxury, and comfort.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.

Tel. Add: "MANCHU" Codes: A.B.C. 5th Ed. A.I. and Lieber's. 1908

Cutler, Palmer & Co.'s

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HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

His Britannic Majesty's Ships in the China Squadron.

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